

LETTERS TO THE EDITOR

5 Mar 1971 Des News 410
Protect Provo Canyon

I, too, have traveled the Provo Canyon highway, and I admit it is dangerous in many places. I have seen many accidents and sickening deaths spread over this highway in years past, but really, you can't blame the highway. If there is blame, then take a good look at your car, and your neighbors' cars. "Progress," they call it.

Provo Canyon has been there longer than we have had cars to drive, and will be there when we are all dead and buried.

I can remember going to Parleys Canyon for picnics, fishing, to watch the deer herds in the winter, sleighriding, and mountain climbing. Or just wading through the streams. And now, through progress, these things are gone forever. I could say the same things about Ogden Canyon and Emigration Canyon, too, but Provo Canyon has been spared so far from this destruction.

As a youngster, I played and grew up in the most beautiful valley in Utah, Heber Valley. My grandfather's home now lies in a watery grave beneath Deer Creek Reservoir. Now that I am older, I can understand more why it was necessary.

Just a few days ago, I drove through Provo Canyon and it delights and thrills me to see deer roaming so close to the road. The river is starting to shed its winter coat. It seems to be telling me that spring is almost here, and it will be ready to yield it's fish soon. The hills will soon blossom out in their finest green to greet me, and all the animals will be waiting to play peekaboo with the picnickers.

Progress must continue, I realize this. But why must we mutilate and destroy that which God has provided for the pleasure of so many? Why must such an important decision be made by so few? Why not find out what the other million residents of this state think?

MR. and MRS. R. A. FIFE
Kearns

Canyon Project Delayed

3-6-71

An environmental impact report, required before federal funding can be approved for the proposed Provo Canyon highway, will mean that the Utah Highway Department and citizens committees can take a closer look at the ecological effects of the road, Prof. D. Allan Firmage, chairman, Civil Engineering Department, Brigham Young University, said this week.

The highway department and citizens groups will be getting together soon to look at possible road alignments.

Utah road officials said that special concern will be shown to the Provo River above the Olmstead Diversion Dam. On this the UHD officials and the committees agree.

However, one half mile of proposed rechannelization just above Murdock Dam is still being scrutinized, according to Firmage.

Firmage said he and UHD officials will be walking along the river and canyon "to see if we cannot agree on an alignment that will preserve environmental values." Property owner Belmont Anderson said that "the Provo River is the major area of concern in construction of any new highway."

University of Utah biologist Dr. W. N. Strickland said that one of the major issues is whether the highway department can avoid any more changes in the natural areas of the river. "Highway construction into the banks of the river above Wildwood eliminated the quality natural fishery there, and only an expensive planting program can keep up with the heavy load of fishermen in that area," he said.

"Statements about making the stream 'better' or 'rehabilitating' it are possible only where it has already been changed," he said. "It is far better to leave it alone than come back and attempt to rehabilitate it later," he added.

UHD officials, informed by the Bureau of Public Roads this week that their Provo Canyon Road design plans "are being returned for an environmental impact report," said they thought the report would require about one month to complete. It would not likely be approved until early summer," one UHD official said.

Far-off Whistle of 12:01 Is Gone: Death of Engines Silences Night

7 March 1971

By Robert H. Woody

Tribune Business Editor

In Sigurd a farm boy stood near the railroad tracks at night watching those lights whisk by.

Passenger cars with the curtains half drawn as the porters folded down the beds; the dining car looked warm and comfortable.

"That train was an emotion. You'd dream you'd be on it somebody looking



Mr. Woody

... going some place."
The two depots in Salt Lake City, Union Pacific and the Rio Grande,

"were the airports of their time, except the baggage is a lot nicer now and the dresses are shorter."

The movie stars, the senators, the presidential candidates gave their interviews and talks in the depots. Some company presidents like D. C. Jackling, head of Utah Copper Co., had their own private cars. All the railroad presidents had private cars.

Rail Palaces

These depots were plush palaces. Plenty of hustle and bustle. Redcaps. Uniformed conductors. Peroxide blondes and dark mustachioed men in trench coats headed for Sun Valley.

In Evanston one of the pastimes was to go down to the station to see Herculean "Malleys" steam engines that had crossed the "Divide."

During the war the depots became bedroom, living room and hospitality suite for the thousands of soldiers, sailors and marines going on furlough or leaving with orders to a new assignment.

No pleasure riding the train then, recalls a former artilleryman. You stood up most of the way to Kansas City or sat on your duffle bag in the vestibule.

Finally Fall Asleep

You finally got a seat and fell asleep. An MP nudged you: "Where's yer orders, soldier?" The sailors had the right idea. They were happily anesthetized after several sips on a common bottle.

After the war, the roads created, as one old hand puts it, "the finest passenger trains the world had ever seen."

The domeliners replaced the pullmans and observation platform as a way to see the country.

But up in the sky, the DC3s were beginning to link the nation's cities at speeds far faster than the rails. Highways were improving, too. Americans, grateful to have one car in the family in the 30s, were beginning to think of two cars as an inalienable right.

And that was the beginning of the end. The end — and the beginning — is

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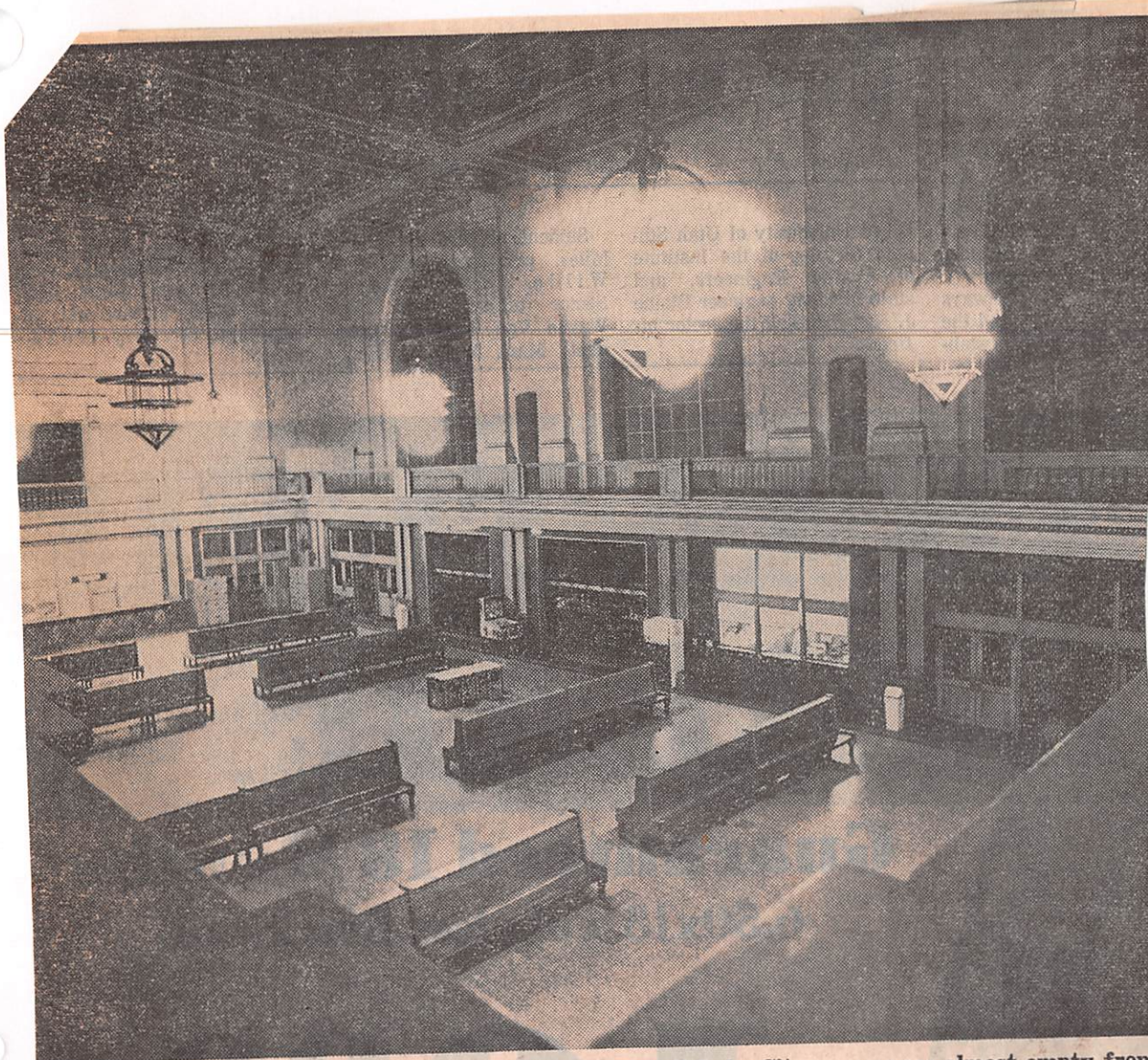
Railpax to Reveal Utah's Status Soon

Tribune Washington Bureau

WASHINGTON — A decision is expected within two weeks on whether Salt Lake City or Ogden, or both of the Utah cities, will be stops on the Chicago-San Francisco railroad passenger route being set up by the National Railroad Passenger Corp.

This was reported by Rep. Sherman P. Lloyd, R-Utah, who said he was advised the corporation (Railpax) hopes to announce about March 15 the selection of the cities to be served on the proposed system. Railpax is scheduled to take over operation of rail passenger service May 1.

Mr. Lloyd said he feels both Salt Lake City and Ogden have the potential to support the Chicago-San Francisco service.



Once packed by persons waiting for and getting off trains, railroad depots — like the Rio Grande at Salt Lake City — now are almost empty from morning to night with few passenger trains going.

Make 'Em or Brake 'Em

May 1 Becomes Major Calendar Date For Railroads to Cut Passenger Runs

By Robert J. Samuelson
Washington Post Writer

WASHINGTON — America's railroads are looking forward to the arrival of May 1. That's the day when they can wave goodbye to their long-distance passenger trains.

It is something they have wanted to do for a long time. In 1969, the railroads reported a loss on passenger service of \$463 million; not all that could have been recovered by eliminating passenger trains, but the cash savings probably would have amounted to something around \$200 million. The railroads simply don't believe that most passenger trains can be run profitably.

So, after May 1, intercity passenger service — many large commuter operations are already subsidized — faces a murky future. Depending on who you believe, it is either:

Victim of Preference

— Headed inevitably for the cemetery — a victim of America's preference for the automobile, faster airplanes and the spread of the Interstate Highway System.

Or:

— Destined for a glorious resurrection — in which it will help unclog the nation's roads, decongest the airports, cleanse the air, and restore the nation's self-confidence in its capacity to plan a "rational" transportation system.

For after May 1, most (probably all) the major intercity trains in the United States will be operated by the National Rail Passenger Corp. (Railpax), a quasi public firm established by Congress last year to "do something" about deteriorating, disappearing passenger service.

If Railpax can resuscitate passenger trains, it will be a feat that surely will rival the return of Lazarus from the dead.

Vanish From Landscape

Since the end of World War II, passenger trains have been steadily vanishing from the nation's landscape. In 1944, railroads carried 75 percent of all intercity passengers who moved by common carrier (rail, bus or air). By 1969, that proportion had dwindled to less than 8 percent. Air travel climbed correspondingly, from 1.7 percent to 72 percent of the total. The automobile dominates all; intercity travel by car is six times the combined total of travel by air, bus and train.

Aside from many railroad officials, who probably feel vindicated if Railpax encounters trouble, there are plenty of skeptics. Consider the case of Robert Nelson.

Throughout most of the last decade, Nelson, as head of the government's Office of High Speed Ground Transportation, god-fathered the New York - Washington Metroliner, which — despite its problems — is probably the nation's busiest, most successful passenger train. Since early 1969, when Metroliners began operating, rail traffic between the two cities has risen 39.5 percent. Nelson, surely, must be a Railpax enthusiast.

Frowns at Very Mention

But at the very mention of the word, he frowns. "The future for rail passenger trains lies in runs of less than 300 miles — and in rare expectpings, perhaps 300 to 500 miles," he says. Only high-density metropolitan corridors (he mentions New York - Washington, New York-Boston, New York-Albany, Chicago-St. Louis, Chicago - Milwaukee) can generate sufficient traffic to sustain high-quality train

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service, according to Nelson.

Railpax is not that kind of system. It has routes between New Orleans and Los Angeles, Chicago and three West Coast cities (Los Angeles, San Francisco and Seattle), and some lengthy runs between the East Coast and the Midwest.

A regional, "corridor" system, say Railpax spokesmen, could never have attracted sufficient political support to pass Congress, which has blessed Railpax with a \$40-million grant and as much as \$300 million in Treasury-guaranteed private loans. Nor, they say, could a regional system—which probably wouldn't have absolved railroads of their responsibility to run passenger trains—have won industry backing. In turn, the railroads will provide about \$200 million in cash, equipment or "service" for Railpax as the price of abandoning existing trains.

Be that as it may, Nelson contends that this national system contains the seeds of its own undoing.

"If Railpax puts its money into maintaining its long-haul services, there won't

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Wasatch County Center For Recreation in State

Wasatch County is being acclaimed as the "hub" of recreation for the State of Utah with its renowned golf courses, stream fishing, top big game hunting, hot spring and cold water swimming, skiing, snowmobiling, water skiing, camping, picnicking, pleasure riding, tubing and cutter races. The State of Utah has recently turned over Deer Creek Reservoir to the State Parks and Recreation Commission, which has announced plans to make it a full recreational reservoir with swimming, water-skiing, boating and fishing all being permitted.

The volume of business activity in Wasatch County in 1970 rose 20 percent from previous years. The population count for the county increased from 5,308 to 5,703 citizens.

The year started out with a touch of sadness as the body of a Heber City man was recovered by scuba divers. Edward Lindsay accidentally drowned while swimming in the Deer Creek Reservoir. Search groups of 30-35 people from various county agencies helped drag the reservoir during the early morning hours. Mr. Lindsay apparently entered the water at the Charleston Bridge and after a short time slipped under the surface.

Regional Association

A three-county regional association was organized consisting of Summit, Utah and Wasatch Counties. The new regional association was given the name Mountainland Association of Governments. The key function of the newly organized group will be to identify those issues and problems that will be facing the region on both a short range immediate basis as well as in the Subjects such as regional air and

water pollution, transportation and excessive subdivision of land and problems associated with urbanization and housing will be some of the topics that will face discussion by the council.

In August it was announced that Dr. Ferrin D. Van Wagoner, superintendent of the Wasatch County schools for the past 18 years, would leave his position to accept employment by the State Board of Education to act as coordinator of secondary programs in the State of Utah. The first part of September, The Board of Education announced that Bert Gividen of Riverside, Calif. would be appointed superintendent of schools for the Wasatch County School District. Mr. Gividen is a native of Mapleton.

Building Problems

In the next few months, the citizens of the community had to face up to some serious building problems as the Wasatch Junior Midway Elementary school were condemned after an inspection by the Utah State Fire Marshall. In his evaluation of the schools in the district, he noted many other corrections were needed to bring the schools up to the current safety standards for fire prevention. Superintendent Gividen went before the citizens in an effort to help all those concerned individuals understand the facts and problems which faced the district. Since that time, the minor corrections have been made and the schools basically cleaned up and brought up to shape. The Board of Education also announced the formation of a Citizens Advisory Group to help study some of the districts immediate priority needs. The advisory committee members are a cross sectional body representing the entire school

district. An in-depth study of the districts needs is now taking place with a definite bond election being formulated to place before the public this fall.

Perhaps one of the best additions to Wasatch County came on wheels as the "Heber Creeper" was resurrected from an untimely death. Huffing and puffing it came into the valley to accept the responsibility of inscribing Wasatch County on maps throughout the country. This summer one should be able to see Utah's first scenic train in operation, as a steam engine, brightly painted open-air passenger cars and a caboose make four round trips daily over an 18-mile route between Heber City and Bridel Veil Falls.

The route through spectacular Wasatch Mountains and through the pastoral beauty of Heber Valley would reward each passenger with more than his share of scenic attractions, not to mention the wildlife which abound along the route. Provo Canyon is beautiful and spectacular. The trackage along Deer Creek Reservoir borders Wasatch Mountain Park, and contiguous areas embrace a 29 mile-long, 17-mile wide area of mountains, lakes and meadows that have as much value present and projected as any such area in the world. Wasatch County is within ready reaching distance of 90 percent of the state's population. And it is close to the interstate freeways traveled by summer's tourist migration. The formation of The Wasatch Mountain Railway Company with Lowe Ashton as President hopes to see this venture mushroom into a tourist and recreation value that will not only benefit Wasatch County but the State of Utah.

Wallsburg Progress Evaluated

By LaDAWN ERCANBRACK

WALLSBURG — It has been said that things cannot remain the same — either we progress or retrogress. In thinking backwards to the past year and forward into 1971, for Wallsburg and most other small towns, it is not an easy task to evaluate, for astounding happenings are not on everyday occurrence — in fact, that is where the value lies.

Progression does steadily occur, however, in the constant striving to improve the quality of people, family life, productivity of land and home improvement. Where monetary value seems to be the world's status quo, our premium is fresh air. It is also peace, both physical and spiritual; and work for all being a necessity.

The past year has once again seen a dotting of new homes built, houses moved and trailers come to rest. The town's abandoned schoolhouse was bought to be converted into a family home. Property has also changed hands, but the biggest single occurrence has been, and will be, the Heritage Hills development located on a higher portion of the round valley of Wallsburg. This ground is to be sold in building lot parcels, with the exception of a moderate civic center.

Wider horizons beckon many. To those who feel the free agency of some has been trodden on by the so-called free agency of others, who are weary of being taken advantage of by thoughtless neighbors, will surely seek higher vistas. It is inevitable. The way for some in '71 — will be up the road a ways and over a piece.

Heber City Found 1970 a Year Of Decisions Affecting Future

Provo Herald 7 Mar 1971

HEBER CITY — Heber City found 1970 to be a year of decisions, which would play a major role in the future of the community. Although the population during the past decade unfolded only a slight increase of 159 citizens, the crime rate in Heber City rose rapidly in the past year.

The early morning New Years shooting death of Sterling Anderson brought murder charges against LaMar Jensen of Heber City. The charges were later reduced to involuntary manslaughter of which Jensen was convicted. He is currently serving his sentence in the Wasatch County jail.

A re-organization of the Heber City Law Enforcement Department was made by the first of the year. Dennis Tadd was named chief of police. Veral Broadhead was made seargent, James Burbidge and LaMar Simpson were sworn in as patrolmen. A new patrolman Stacy Davis, was added to the force.

No City Marshal

The new organization dispensed with the old city marshal wherein the city marshal was responsible for everything from law enforcement to animal control. The new program made it possible for the officers to devote their time to police work, to increase their efficiency and upgrade law enforcement, to cope with the new problems which rural communities such as Heber face with the "spillover" of crime from the metropolitan areas.

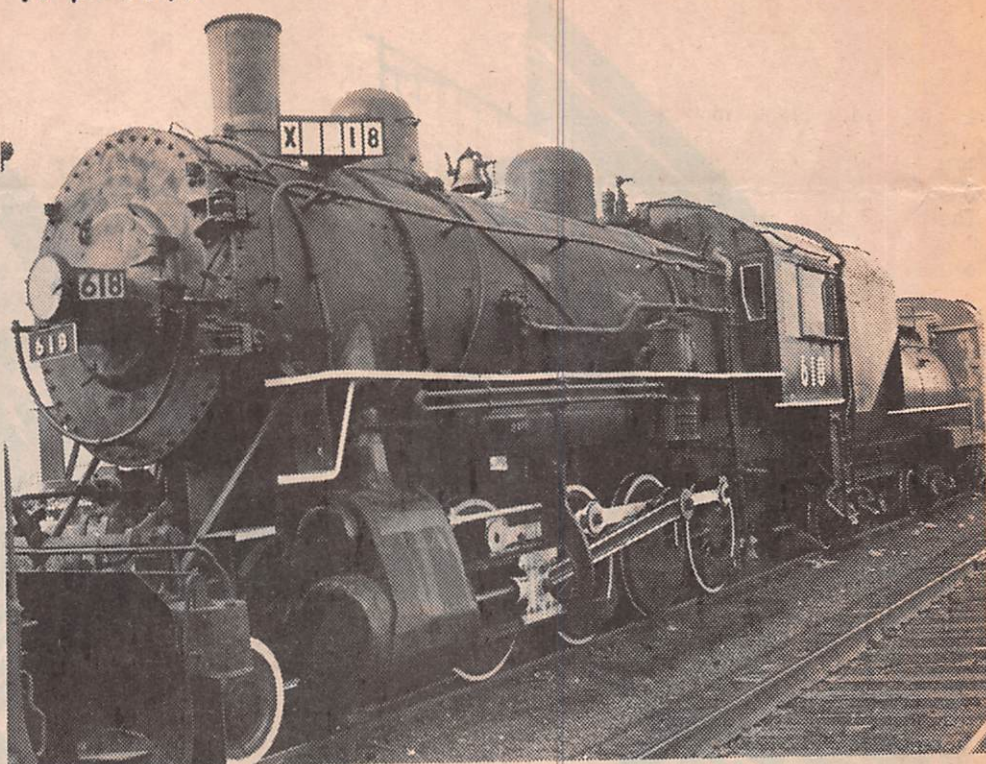
In April, Mayor Harry McMillan announced the entry of Heber City in the statewide community Landscape and Clean-Up Contest. This began an all-out effort by civic and church groups trying to help citizens with problem areas. Although not a winner, Heber City found itself much improved after a total of 225 truck loads of trash were removed from the town.

The Heber Hospital announced the addition of junior volunteers to aid the Pink Ladies. These girls range in ages from 15 to 19, and proved a real aid to many patients. A full staff of ambulance drivers on call, went into effect, and a new program of outstanding physicians, who are medical students in specialty training spending their week-ends at the hospital, provided more efficient and immediate medical care for the citizens of the community.

Prep Honors

Wasatch High School brought Heber City honors as for a unprecedented 17th consecutive year, the forensics squad garnered regional honors by sweeping to a commanding first place in competition, and for the fifth consecutive year they walked away with the sweepstakes championship at a statewide college meet.

Heber City also played host to the state high school rodeo finals



ENGINE 618 united the city of Heber as the citizens hung together in trying to establish a mountain railway that would utilize Engine

618 and the old Heber Creeper tracks to produce a scenic railway attraction for Utah's tourists.

competition. The three day event saw an onslaught of young people vying for honors in one of the largest rodeos ever held in Wasatch County.

April began the first phase of an improvement plan to the Heber City culinary water supply. This plan was carried out to eliminate a series of large leaks in the lines, remove sand from the system and increase the water pressure. The city later faced problems concerning the care of its sewage disposal system so that the water flowing into Deer Creek Reservoir and ultimately into the homes of Salt Lake City residents would be free from contamination. Heber City owns and operates a modern sewage disposal plant which was built to take care adequately of a city much larger, but several months of the year the plant will effectively treat only a small portion of the water that flows through it, due

to irrigation seepage into the lines.

Bond Election

After many consultations with various city engineers, Mayor Harry McMillan announced that a \$750,000 special bond election would be held to undertake a major project that would end the culinary contamination and water shortage that Heber City is faced with. The proposal included the installation of water meters throughout the city. The citizens of the community went to the polls and voted "thumbs down" and the issue was defeated 931 against to 208 for the measure. The city has now entered agreement with the State of Utah to take part in a pilot program which they feel may correct the majority of the problems.

A finance and feasibility study began this past fall into Heber City's hydroelectric system, the

study involves the north Heber plant, which has been operating at a loss for the past six years. The feasibility of building a new plant at the Cascade Springs area near Deer Creek and the cost of constructing and maintaining such a plant will be weighed against purchasing power from other sources. The Heber Power and Light Company now purchases approximately 60 percent of its electricity from federal power. The North Heber plant was built in 1907 at a cost of \$66,789.66. The Heber Light and Power Co. is owned jointly by Heber City, Midway and Charleston.

New homes in Heber City dotted the town with 49 new building permits being issued to construct inside the city limits. Twelve new businesses also appeared within the Heber business district, providing a larger variety of services for the citizens.

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Development Set

Mon 3-8-71

4 Play Areas At Deer Creek

By RANDALL L. GREEN

Four new recreational areas are planned for Deer Creek Reservoir which will be developed and supervised by the Utah Department of Natural Resources, the U.S. Department of Interior announced today.

"The major recreational area, to be located one mile northeast of Deer Creek Dam, will be known as Wallsburg Point," stated Gordon Harmston, director of the Utah Department of Natural Resources. When completed, Wallsburg Point will include a boat ramp, campground, a trailer village, picnic areas, a fish cleaning station, water and sanitary facilities, and a marina development with food, fishing, and camping supplies.

Joint Statement

Development, operation, and administration of all recreational facilities and uses at the reservoir will be administered by the Utah Department of Natural Resources. The announcement was made in a joint statement by Mr. Harmston; D.D. Crandall, regional director of the Bureau of Reclamation; and Harold Mendenhall, superintendent of the Provo River Water Users' Association.

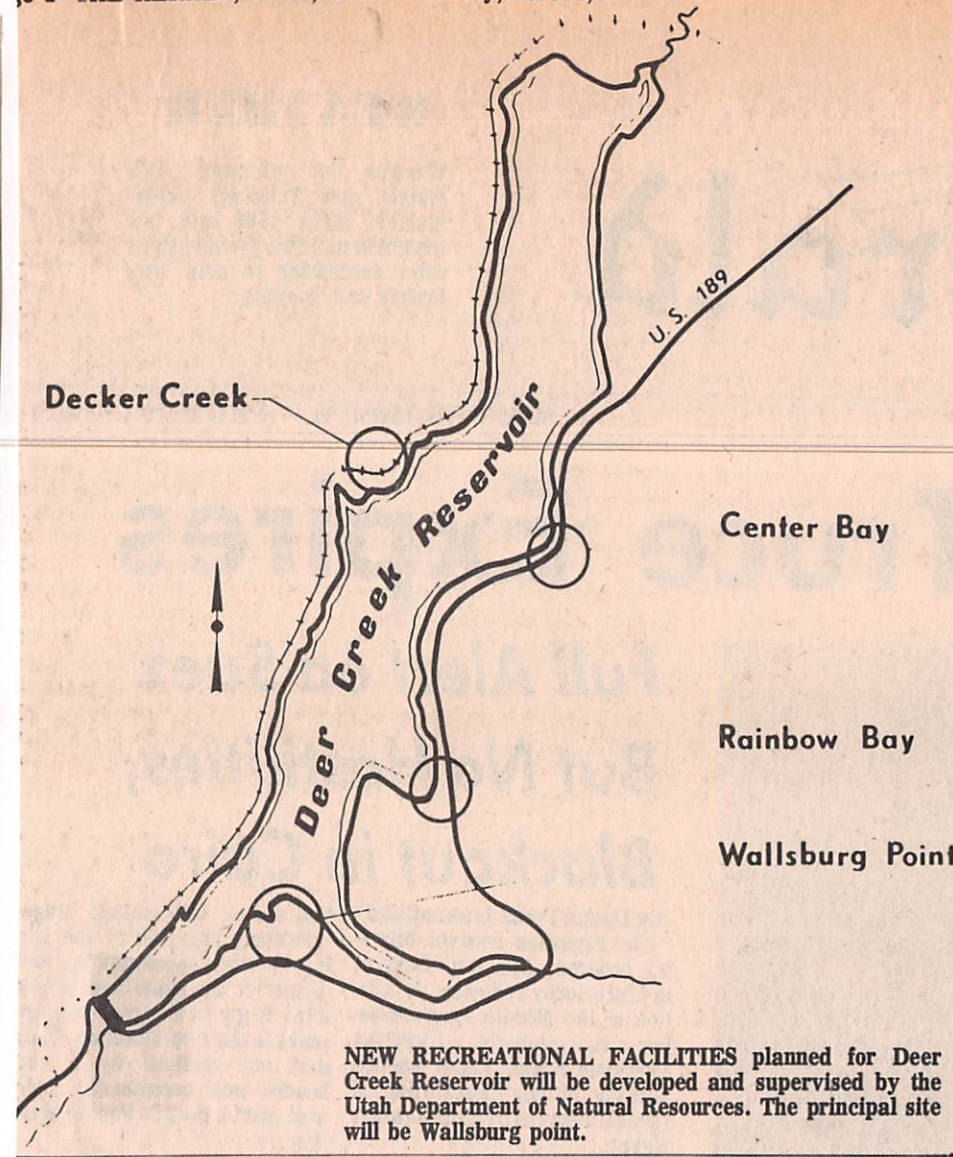
Deer Creek Reservoir, located 15 miles northeast of Provo, has

provided boating and excellent fishing since it was completed in 1941, a Department of Interior official said. Recreation at the reservoir has been administered in the past by the Provo River Water Users' Association. The association has provided three boat camps on the east shore which cater to fishermen, said Mr. Mendenhall. These camps will continue in operation until new facilities are completed.

Cooperative effort

Legislation that authorized the Provo River Project and Deer Creek Dam did not provide funds for recreational facilities. Therefore, the planned recreational improvements will be provided through the cooperative efforts of federal and state agencies. Funds for development will be provided by both federal and state governments. Under Public Law 89-72, the federal government will

(Continued on Page 2)



4 Recreation Areas Planned At Deer Creek

(Continued From Page 1)

provide up to \$100,000 over a four year period from 1972 to 1976. State funds will be expended as soon as they are made available.

The area selected for the Wallsburg Point development is "characterized by gently rolling terrain and is directly accessible from U.S. Highway 189," stated Mr. Harmston. "The hills offer necessary protection for a marina. To the west is an excellent scenic view of the reservoir and majestic Mt. Timpanogos."

Enhance Environment

According to the Department of the Interior, the development of the recreation area will enhance the local environment of the reservoir. Shade trees and other landscaping will be provided, and "in general, the area will be developed into an attractive and efficient recreation site situated in a beautiful alpine setting."

Wallsburg Point is to be supplemented by three smaller developments. Rainbow Bay and Center Bay on the east shore will provide roadside rest stops and day use facilities. Decker Creek on the west shoreline will be accessible to boaters only and will include a shoreline boat camp and picnic areas.

Mr. Harmston explained that the \$7 State Recreational Pass will be honored this year at the Deer Creek recreational areas; otherwise, a fee of \$1 per day will be charged for their use. Water skiing will also be enjoyed at the reservoir under the supervision of the Department of Natural Resources.

Deer Creek Dam was completed in 1941 by the Bureau of Reclamation as part of the Provo River Project. Mr. Crandall explained that the project water stored in Deer Creek Reservoir is being used for the supplemental irrigation of highly developed farmlands in Utah, Salt Lake, and Wasatch Counties and for domestic purposes in Utah and Salt Lake Counties. The water is also used for electric power generation at the Deer Creek Powerplant.

At Home With The Redfords

Des News 9 Mar 1971

By LEE WOHLFERT

SUNDANCE, UTAH (FNS) — Sundance, a remote little ski area in the Wasatch Mountain range, is Robert Redford's combination giant playground and business investment.

The area itself is smaller and less expert than Alta nearby . . . has only three lifts, no lodges but has great snow.

The Redfords have a ranch and giant "A" frame glass and wood house in the surrounding hills reachable by snowmobile or foot only.

Redford bought into the deal about four years ago with three New York pals. Now lots of his friends are buying and building there — director Sydney Pollack, writer Herb Edelman, Young & Rubicam president Steve Frankfurt.

Mayor Lindsay may be a familiar sight on the Vail scene in Colorado, but when he came to visit here last spring, he bought a nice plot for himself and plans to build. Paul Newman may do the same.

"BIG MONEY"

When the Redfords bought land in the Mormon region, the neighbors feared that "Big Hollywood Money" had come in. But Redford's avoided all attempts to go fast buck commercial, is super concerned about the area's ecology (you can't cut down a tree to build)

and carefully oversees every aspect, from the architecture to summer theater productions. He even had the area restaurant built around a tree to save it.

Redford's also acting as a sort of Ambassador for Utah. He's done spot announcements, met with Governor Rampton and conferred with the Highway Department on a project to save the Provo River from being covered by a four-lane highway.

Lola Redford takes charge of the resort's boutique and ski shop, "The Hole in the Wall."

It's a "rustic" little corner which, like everything else at Sundance, is done in rough outdoorsy cedar and decorated in "early Sundance Kid memorabilia."

Lola tries to preserve the "odds and ends" flavor of the shop and carries mostly hand-made items — Indian jewelry, leathers, embroidered caftans, hand-crocheted vests (\$10 here, \$100 at Bonwit's) — plus naturalistic items like dried flowers set in little Plexiglas boxes.

YEAR 'ROUND

The shop's open all year round, and it's just in the winter that she brings in ski clothes, sort of a lease arrangement with the stores in Provo.

Lola, who was born in Utah,



Movie star Robert Redford
Ski Resort in Provo

and Reuel knows a lot about Indian nuptial vows craftsmanship and says Indian ceremony. an merchandise is badly misunderstood. She doesn't get as much time to buy for the shop as she did in the beginning, since the Redfords come out only in the summer and on holidays. But when in Sundance, she's always shopping the local crafts people, and in New York keeps her eyes peeled for items that would fit.

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